

LANCASTER COUNTY AUTO ASSOCIATION



This Column published weekly for the information of the members and others interested in the Automobile both for pleasure and business

NOTICE TO MEMBERS

A meeting of the members of the Lancaster County Automobile Association will be held in the office of The Lancaster News, Wednesday night, May 17th, beginning promptly at 8:00 o'clock. This is a very important meeting, and all members are urged to be present.

Yours truly,
E. M. Croxton, President,
Luther Ellison, Secretary.

MOTORISTS' PROBLEMS

HELPFUL HINTS

Considerable hard work can be avoided on the road if the tire rims are treated occasionally with a little shellac and graphite. Aluminum paint is also good to prevent the head of the tire from rusting on the rim. It is a difficult matter to remove the casing from a rim when it has become rusted.

Numerous complaints are registered because front tires wear out more quickly than the rear tires. The fact is that front tires should last considerably longer than the rear tires, in that they are relieved of driving strains. Excessive wear on front tires is more generally due to misalignment of the front wheels. Drivers forget that they often hit the curb with the front wheels and in this manner throw them out of alignment.

It is not advisable to attempt to straighten a valve stem. While the stem may be straightened and used temporarily to good advantage, nevertheless it is best to replace the valve with a new one. If this is not done a leaky valve is bound to result. It is more satisfactory to install a new valve as soon as possible.

Where the vacuum system of gasoline feed is used and a leak is suspected somewhere between the small tank and the large tank, one may check up the fault by blowing into the big tank. Sufficient air pressure must be created in the large tank to force the gasoline up through the main feed pipe. A leak in the main pipe may be noted under these conditions.

If motor persists in missing when only a light load is being carried, before resorting to adjustments of the carburetor try making spark gap a little wider, presuming, of course, that the magneto is being used. On the other hand, if the motor misses when there is a heavy load on board, it may possibly be obviated by closing the spark gap slightly.

Editor Motoring Department:

My engine should use medium oil. If heavy oil is used or slightly heavier to prevent noise, would it cause carbonization? It is understood that kerosene poured in air valve of carburetor while engine is hot and running will prevent carbon. Why? Does not kerosene carbonize much more readily than gas, so how can it remove carbon if put in motor while running and stopped at once? R. P.

Heavy oil will cause no more carbon than light oil, but owing to the thicker filament of oil between the cylinder walls and pistons the engine will crank harder when cold. Liquid kerosene injected through air valve when the engine is running loosens the carbon deposits and allows it to be blown out with the exhaust. Water is even better than kerosene and leaves no carbon of its own, as is the case when kerosene is used.

Editor Motoring Department:

What causes a car to smoke; especially on low gear, even if oil is little low? What causes an engine to balk when spark is retarded? What is proper quantity of kerosene for each cylinder, and could this be put in through priming cups? If a sheet of metal were clamped around exhaust pipe at one end and around manifold at the other, and in this way heat manifold, would this save gas?

READER.

Piston rings do not fit the cylinders. If the cylinders have worn so

they are not round they will have to be reground and new pistons and rings made.

See if the wires all make firm contact when retarded; also if the spark is timed right, and that there are no leaks in the intake manifold joints.

About a tablespoonful injected through the priming cups is the proper amount.

The more the temperature of the mixture can be raised before it enters the cylinders, the higher will be the compression temperature.

NOT THAT KIND

The business agent for a Chautauqua went to a prosperous town to see some of the natives with regard to booking a performance and finally landed in the office of Jones.

"Yes, I am Mr. Jones," said the occupant. "What can I do for you?"

"I called to see you about a Chautauqua," returned the visitor.

"Nothing doing," curtly answered Jones. "My wife and I have already decided on a car of another make."

LIKELY AS NOT

The auto had broken down. A pair of legs protruding from beneath it seemed to indicate the presence of some one attempting repairs.

"Break down?" inquired a passer-by.

"Oh no, only playing hide-and-seek with the works," came in muffled sarcasm from the voice belonging to the legs.

But the questioner was not easily daunted.

"What power car is it?"

"Forty horse," came the reply.

"What seems to be the matter?"

"Well, as far as I can judge," answered the car's owner, crawling from under the wreckage, "thirty-nine of the horses have bolted, and the remaining one's too upset to answer questions."

NEED FOR UNIFORM

ROAD RULES

Recent tragedies and accidents on the public highways prompt the suggestion that automobile manners and customs and the amenities of the road have not improved in the last ten years to keep pace with the advance in mechanical excellence of the motor car itself. Road rules have not progressed greatly beyond the broad law of keeping to the right. Much confusion arises from simple misunderstanding. For instance, police officers in certain towns along the New Jersey coast direct traffic by signals exactly the reverse of those employed in New York. The average city driver will think he is directed to come ahead when actually he is warned to stop for cross traffic. Then there are signals from driver to driver. Some motorists indicate the direction in which they expect to turn when leaving a main thoroughfare. Others simply hold out a hand, leaving those behind to guess their exact purpose. Some blow their horns in palling all cars, frequently irritating those they pass who do not follow that practice. Instance of varying rules might be multiplied. The Indianapolis News mentions that Cincinnati is to take the lead in effecting a reform in these matters.—Tampa Tribune.

FOR ENCOURAGEMENT

An easterner was touring Illinois in his car and had several mishaps. His wife's curiosity being excited by a certain proceeding of his in this relation, finally asked:

"I notice that every time the car breaks down you fish out your state license and examine it very carefully. Why do you do that?"

"For encouragement, my dear," replied the motorist. "The license states that I am competent to operate the machine."

The Strong Withstand the Heat of Summer Better Than the Weak

Old people who are feeble, and younger people who are weak, will be strengthened and enabled to go through the depressing heat of summer by taking regularly Grove's Tasteless Chilli Tonic. It purifies and enriches the blood and builds up the whole system. 50c.

PERSONALS

Judge Ira B. Jones has been spending several days in Columbia.

Mr. W. M. Stevens made a business trip to Greenville Monday.

Mrs. Mary H. Barron is in Lancaster again after spending awhile in Union.

Mr. J. E. Baker of the New Bethel section was in the city on business Saturday.

The City Meat Market has Curing-hams and shoulders for sale. Phone 160.

Mrs. Mollie J. Perry left Monday for Black Mountain, N. C., for a few days visit.

Mr. H. J. Gregory spent the weekend at the home of Mr. and Mrs. W. T. Gregory.

Col. Arthur L. Gaston of the Chester bar spent Saturday night in Lancaster.

Miss Lessie Johnson left Monday for Asheville where she will spend the summer.

Miss Bernice Davis spent Sunday in Charlotte with her sister, Mrs. George C. Heath.

Mrs. S. C. Craig has returned from a pleasant visit to relatives and friends in Columbia.

Mr. E. M. Croxton, cashier of the First National Bank, made a business trip to Liberty Hill Friday.

Miss Eliza Wylie returned yesterday from New York where she has been studying music the past year.

Mrs. E. C. Young of Chester, returned home Sunday after spending a very pleasant week with Miss Beulah Connor.

Miss Lillian McIninch and brother, Mr. Charlie McIninch, of Charlotte spent the week-end with their sister, Mrs. D. E. Penny.

Miss Lallage Cauthen of Winthrop College spent the past week-end at the home of her parents, Mr. and Mrs. W. B. Cauthen.

Miss Bessie Flynn who has been teaching school in Sumter county during the past several months returned home Friday.

Kelly says a man wants what he wants when he wants it. He wants you to call or phone 160 when you want anything in his line.

Mrs. J. H. McLaurin of McColl, S. C., is visiting her parents, Dr. and Mrs. J. D. Funderburk, for several days. She was accompanied home by her sister-in-law, Miss Vera McLaurin.

DOUGLAS NEWS

The health of this community is very good.

Farmers have almost completed their planting and how good we would feel if we could get a good rain.

Mr. and Mrs. Tom Clyburn of Kershaw were visitors at the home of Mr. J. F. Williams last Sunday. Mr. J. A. Williams accompanied them from Lancaster.

We were glad to have Mr. Bob Craig of Columbia, and Mr. R. Thomas Beatty of Lancaster with us on last Sunday. They assisted in the choir and are both excellent singers. Mr. Craig was captain of the military company at Lancaster several years ago.

Our Sunday School was represented at the convention at Charleston last week by Mr. J. T. Graham, from whom we are expecting a report Sunday afternoon in order that we may have some idea of what work the Sunday Schools are doing.

Miss Mildred Sitar of Riverside visited relatives here some few days ago.

The writer and a number of others attended the annual picnic which was held at Great Falls on last Saturday. A new cotton mill is being built there as well as a number of new houses. The Southern Power Company is having one of the largest water dams built in the south, it costing about \$2,000,000. You bet there is some work going on down there.

Miss Bertha Caskey is spending a few days with her sister, Mrs. Pearl Crenshaw of Dry Creek.

Miss Sallie Addison of Lancaster visited at the home of her brother, Mr. John Addison on Tuesday.

Mr. J. R. Caskey and family visited at the home of Mr. and Mrs. W. B. Blackmon last Sunday.

Our school entertainment was very good, but the correspondent to The Lancaster News from Holtown should not have flattered us so to the dots from that section last week.

RUB-MY-TISM

Will cure Rheumatism, Neuralgia, Headaches, Cramps, Colic Sprains, Bruises, Cuts, Burns, Old Sores, Tetter, Ring Worm, Eczema, etc. Antiseptic Anodyne, used internally or externally. 25c

Combination of Silk and Crepe



A little silk goes a long way when it is ruffled four times about a full skirt of crepe or chiffon. The combination is a favorite which achieves new triumphs in this elegant afternoon frock. It has several small peculiarities that give it a flavor entirely out of the ordinary. One of them is evident in the bodice, which looks like a coatee of silk with drop shoulders, and another appears in the fullness of the corded ruffles and the way in which they are set on in two groups. Between these groups, hardly discernible in the picture, there is an added decoration. Bow-knot motifs of narrow black lace insertion are set to the underside of the chiffon, since fashion refuses to countenance a lack of ornament where there is space to carry it.

The coatee, or bodice, has a V-shaped neck and fastens to one side in double-breasted effect. Its peplum is a mere plaited frill at the sides and back headed by a narrow belt of the silk which does not extend across the front. There are four small prettily decorated buttons of glass at the front. The sleeves of chiffon are long full puffs that reach below the elbow and they are set into a wide flaring cuff finished with a ruche. It will be noticed that they are shaped to bag over the elbow and that the cuff is

cut to correspond with this shape.

The narrow ruffles are made to stand out from the skirt by the cording at their hems, and they are pulled over a cord also. The frock is simple but original, showing an ingenious handling of the modes. It presents many advantages to the woman who may wish to remodel a dress made of a thin material, as voile, organdie or marquisette. The small coatee of taffeta and the taffeta ruffles will go well with these and with heavier materials, or the finer lace furnishings may be used for the skirt.

Ruches of taffeta frayed out at the edges are used on many new models in gowns and coats and on negligees. In light-colored changeable taffeta the effect is very pretty when the edges are frayed and the box-plaited ruching made very full.

Other silk will serve for coatee and ruffles in making a frock like the one pictured. The corded edges will give the right set to the ruffles, even in a soft silk or satin, in case one wishes to use a material of this kind already on hand. But if new material is to be bought it might as well be taffeta; its crispness is an advantage.

Julia Bottomley

WHAT A NICKEL'S WORTH OF ELECTRICITY WILL DO

The Rutland (Vt.) Railway, Light & Power Company thus pithily sets forth the low cost of various domestic uses of electricity:

Do you know that with electricity, for the price of a street car ride, you can:

(1) Light an average room with Mazda lamps three hours a night for twelve days?

(Clean) your house six times?

(3) Do the family washing eight times?

(4) Run your sewing machine three hours a day for a week?

(5) Operate an electric fan three hours a day for six days?

(6) Make toast for breakfast for the family every morning for a week?

(7) And everybody has heard of the most useful of all electrical appliances—the iron.

CO-OPERATION

In Order To Co-operate With Corn Club Boys

We have decided to furnish one gallon of improved 90 Day Velvet Beans to each boy for only 25 cents in cash. These Beans are now in stock, and also as a reward for diligence.—We will give as follows on First Monday in December next

Three Cash Prizes

Best Results, First Prize..... \$2.50
Second Best Results Second Prize..... 1.50
Third Best Results, Third Prize..... 1.00
Now boys, see Demonstrator McManus and get your card and go to work.

We also wish to thank the Ladies and Patrons who have so quickly responded to our Clean Up Week Ad, in last issue. We have the Good Points yet for you.

We are making decided changes in our store, and are going to enlarge our business in order to accommodate our customers.

CALL ON THE "PURE FOOD STORE"

THE BENNETT-TERRY CO.

"The Pure Food Store"

LEGAL NOTICES

NOTICE OF DISCHARGE

Notice is hereby given that the undersigned will, as administratrix of the estate of Robert M. Small, deceased, on the 16th day of June, 1916, make her final return as such administratrix and apply to the Probate Court of Lancaster county for letters of discharge.

Mrs. Edna Small,
Estate of said deceased.
May 15th, 1916. 63-4tc-tues

NOTICE OF DISCHARGE

Notice is hereby given that the undersigned will, as administratrix of the estate of R. A. Love, deceased, on the 2nd day of June, 1916, make her final return as such administratrix and apply to the Probate Court of Lancaster county for letters of discharge.

Esther Love, Administratrix,
Estate of said deceased.
May 16th, 1916. 63-4tc-tues

CITATIONS FOR LETTERS OF ADMINISTRATION

STATE OF SOUTH CAROLINA, COUNTY OF LANCASTER:

By J. E. STEWMAN, Judge of Probate.

WHEREAS J. M. Hilton has made suit to me to grant him Letters of Administration of the Estate and effects of Mrs. Dean Gardner.

THESE ARE THEREFORE, to cite and admonish all and singular the kindred and Creditors of the said Mrs. Dean Gardner, deceased, that they be and appear before me, in the Court of Probate, to be held at Lancaster on May 31st, 1916, next, after publication thereof, at 11 o'clock in the forenoon, to show cause, if any they have, why the said Administration should not be granted.

GIVEN under my hand, this 16th day of May, Anno Domini 1916.

J. E. STEWMAN, Probate Judge.

CITATIONS FOR LETTERS OF ADMINISTRATION

STATE OF SOUTH CAROLINA, COUNTY OF LANCASTER:

By J. E. STEWMAN, Judge of Probate.

WHEREAS J. M. Hilton, J. B. Caston and Doctor J. Gardner, have made suit to me to grant them Letters of Administration with the will annexed of the Estate and effects of D. E. Gardner, deceased.

THESE ARE THEREFORE, to cite and admonish all and singular the kindred and Creditors of the said deceased, that they be and appear before me in the Court of Probate, to be held at Lancaster on May 31st, 1916, next, after publication thereof, at 11 o'clock in the forenoon, to show cause, if any they have, why the said Administration should not be granted.

GIVEN under my hand, this 16th day of May, Anno Domini 1916.

J. E. STEWMAN, Probate Judge.

SUMMONS FOR RELIEF

STATE OF SOUTH CAROLINA, LANCASTER COUNTY.

By Jno. L. Caskey, Esq., Magistrate.

To J. T. Woodward: Complaint having been made unto me against you by the Lancaster Drug Co., T. D. Doster, president.

THIS IS, THEREFORE, to require you to appear before me, in my office, in Lancaster, on the 5th day from the service of this Summons, exclusive of the days of service, at 10 a. m. to answer said complaint, or judgment will be given against you by default.

Dated April 4th, A. D., 1916.

John L. Caskey, Magistrate.

55-4tc-tues

SOUTHERN RAILWAY

Premier Carrier of the South.

PASSENGER TRAIN SCHEDULES.

Trains arrive Lancaster from:

No. 118—York, Rock Hill and Intermediate stations 8:45 a. m.

No. 113—Charleston, Columbia and Intermediate stations 10:11 a. m.

No. 114—Marion, Blacksburg, Charlotte and Intermediate stations, 1:35 p. m.

No. 117—Columbia, Kingsville and Intermediate stations, 7:25 p. m.

Trains leave Lancaster for:

No. 118—Kingsville, Columbia and Intermediate stations 8:45 a. m.

No. 113—Rock Hill, Blacksburg, Marion, Charlotte and Intermediate stations, 10:11 a. m.

No. 114—Kingsville, Columbia, Charleston and Intermediate stations 1:35 p. m.

No. 117—Rock Hill, York, and Intermediate stations, 7:41 p. m.

Schedule figures are published as information only, not guaranteed. For information as to passenger fares etc., call on

Lancaster & Chester Ry. Co.

Schedule in Effect August 15, 1916.

Eastern Time.

WESTBOUND.

Lv. Lancaster ... 8:00am—3:10pm

Lv. Fort Lawn ... 8:30am—4:08pm

Lv. Bascomville ... 8:45am—4:23pm

Lv. Richburg ... 8:55am—4:33pm

Ar. Chester ... 7:30am—5:25pm

EASTBOUND.

Lv. Chester ... 9:00am—6:45pm

Lv. Richburg ... 9:45am—7:27pm

Lv. Bascomville ... 10:00am—7:38pm

Lv. Fort Lawn ... 10:30am—7:58pm

Ar. Lancaster ... 11:00am—8:25pm

Connections—Chester with Southern, Seaboard and Carolina & North-western Railways.

Fort Lawn, with Seaboard Air Line Railways.

Lancaster, with Southern Railway.